



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090110-A

Mode: Highway

Status: Submitted

US-19 (US 19E)

From/Cross Street: East of Spruce Pine in Mitchell County

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1106 (Mullin Hill Road) in Avery County

Project Category: Statewide Mobility

Length: 4.24

TIP#: R-2520A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$23,000,000

Description:

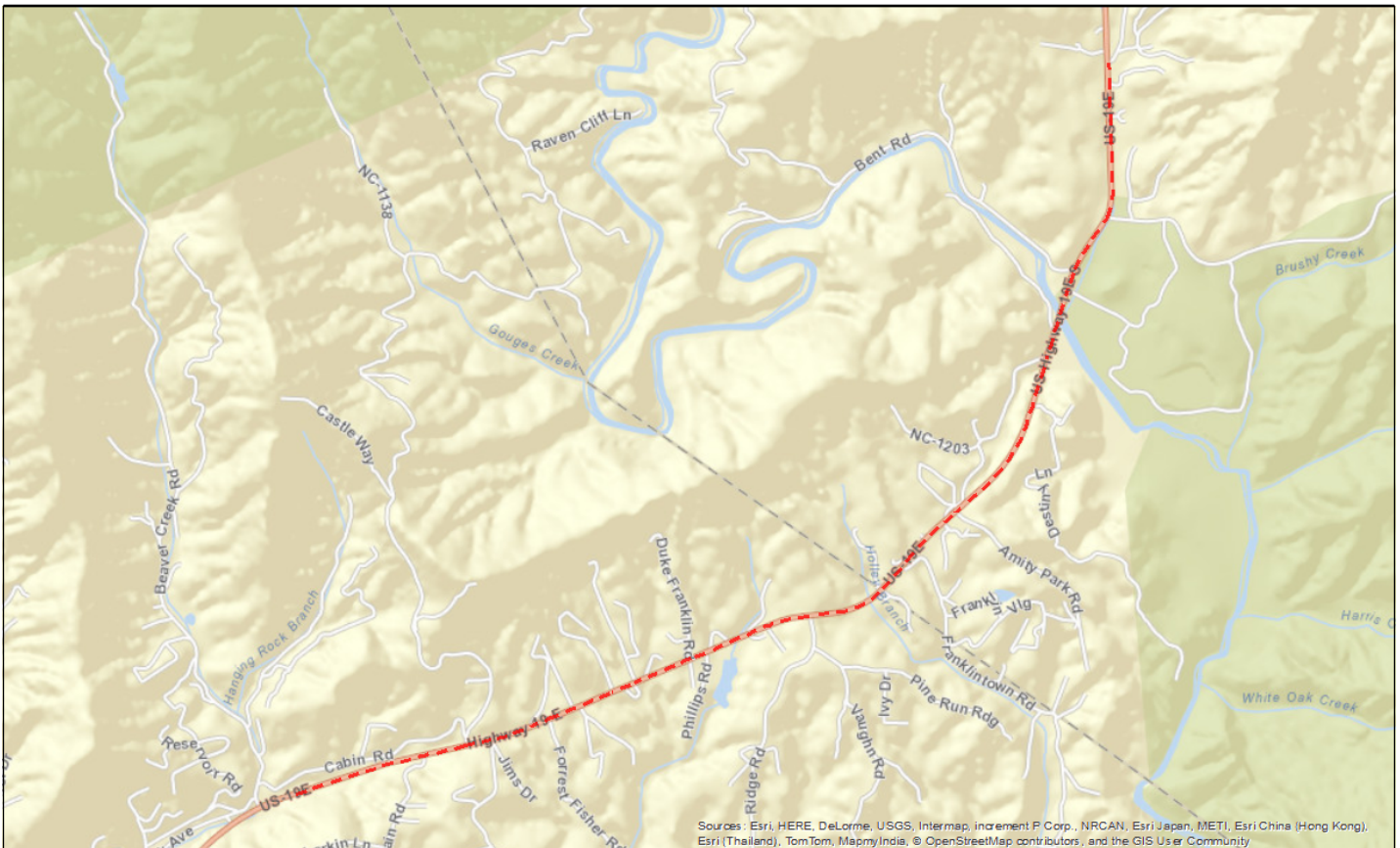
Widen to Multi-Lanes.

Division(s): Division 13, Division 11

County(s): MITCHELL, AVERY

MPOS(s)/RPO(s): High Country RPO

Project Location



Statewide Mobility Total Score: 12.18

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	29.02	N/A	N/A
Safety (10%)	30.29		
Economic Competitiveness (10%)	0.19		
Multimodal + [Freight & Military] (20%)	1.87		
[Travel Time] Benefit/Cost (30%)	0.16		
Totals: Weight: 100% Weighted Score: 12.18			

Regional Impact Total Score: 34.71

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	29.02	Percent: 15% Points: 49	Percent: 15% Points: 100
Safety (10%)	30.29		
[Travel Time] Benefit/Cost (25%)	0.16		
Accessibility / Connectivity (10%)	20.39		
Totals: Weight: 70% Weighted Score: 12.36			

Division Needs Total Score: 33.87

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	29.02	Percent: 25% Points: 0	Percent: 25% Points: 100
Safety (10%)	30.29		
[Travel Time] Benefit/Cost (20%)	0.16		
Totals: Weight: 50% Weighted Score: 8.87			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	4.24
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	6796.72
Capacity:	15504.57
Volume/Capacity Ratio:	0.44
% Autos:	95%
% Trucks:	5%
Truck Volume:	373.01
Crash Density:	22.49
Crash Severity:	57.53
Critical Crash Rate:	10.86
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	66
Actual Congested Speed:	43
Travel Time Index:	1.28

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit:	55
Length (miles):	4.24
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	163658.23
Travel Time Savings for 30 Years (Autos):	154676.45
Travel Time Savings for 30 Years (Trucks):	8981.78
Long-Term Employment:	3
% Change in Economy:	7.3E-07
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 11

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 13	51%	0	0
Division 11	49%	49	0
	0%	0	0
TOTAL Division Points		49	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Country RPO	100%	100	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	100

Project Cost and Source

Construction Cost:	\$19,500,000	TIP Unit
Right-of-Way Cost:	\$3,500,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$23,000,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$23,000,000	